

HIGHWAY IMPROVEMENT

EUROPE'S GOOD ROADS

Regarded as Economic Factor of Life and Not a Fad.

Legacy Left by Romans Has Been Husbanded and Has Added to Prosperity of France—Austria Is Close Second.

The wide interest that the road question has for all classes in Europe is remarkable, and it is this unity of purpose that builds on the network legacy left by the Romans. Frances Milton writes in the Scientific American. Since that time, and that of the Henris and the Louises, to whom were due much of the elements of beauty that compose the French road system today, particularly with respect to tree planting alongside, and since the later day of the military road making genius of Napoleon much has been undertaken in the way of refinement which has produced, if not an actual money return, at least a prosperity which would otherwise have been unknown.

To be just there are as good roads in the United States today as in France. In top dressing, in comport with the needs of the new locomotion, according to any one of the four or five methods commonly made use of in America, results are superior even to anything yet achieved in Europe.

Brick is found on some roads of Holland, but it dates from before the motor car era, before even that famous pavement of Terre Haute, Ind., owning already to some twenty years and still good. Great claims of durability are made for brick, and if these two examples have any weight, the thing would seem to be worth something. In France there is a famous stretch of Route Nationale in the south, near Marseilles. Straight as an arrow, flat as a billiard table and smooth as marble, with a row of windbreak cypresses on the north, which in the writer's opinion is the nearly ideal roadway. French national, departmental and communal roads, as a class, are the best in the world.

In the French Alps are the finest mountain roads in Europe, far and away ahead of those of Switzerland on all counts. Many of them were due to the genius of Napoleon and his military road builders, and if their main purpose in times past was strategic, today they are essentially practical.

The mountain roads of Austria are a close second, particularly when it comes to considering them from the point of view of the motor car.

Italy has a nationalized roads system; so has Belgium, Austria and most of the German confederation. The first three meet the situation but partially, organization and control being decidedly inferior to that in France.

MAINTENANCE OF GOOD ROADS

People in Many States Are Filled With Enthusiasm for Improvement of Public Highways.

The present year promises to be the greatest in the history of the movement for the improvement of the public roads of the United States, according to the reports received from all parts of the country by the United States department of agriculture. A joint committee of congress is engaged in an investigation of the feasibility of federal aid in the construction, improvement and maintenance of public highways, and a number of the state legislatures are considering good road legislation. In connection with the general impetus that the good road movement has recently had in all parts of the country, the director of the office of public highways says:

"Too much stress cannot be laid upon the importance of maintenance in connection with the work of improving the roads. The people in nearly all the states are filled with enthusiasm for road improvement and are spending enormous sums of money in the construction of superb roads, and yet almost without exception they are making little provision to care for the roads after they are built. This is true not only in the various counties, but under many of our state highway departments.

"To maintain the roads in good condition year after year requires a considerable annual outlay, but this outlay is infinitely less than the loss which must fall upon the people eventually if they allow their roads to go to utter ruin. The thing for all advocates of good roads to do is to urge continuous, systematic maintenance, and the setting aside every year of an amount per mile estimated by the engineer in charge to be sufficient for the proper maintenance of the road—a course which must make for economy and efficiency."

HAD OBJECT IN SELF-DENIAL

Widow's Miserliness Due Only to Wish to Provide Suitable Memorial to Long Dead Husband.

A clock costing \$4,100—a value out of all proportion with its surroundings—has been placed in the steeple of the village church of Argau, Switzerland.

The timepiece was designed as a memorial for a Bremgartener whom nearly everyone had forgotten, but its striking will be an hourly reminder of the widely devotion of Widow Honegger, who toiled for more than half a century to make possible the testimonial.

The widow is seventy-six years of age. Her husband died when she was twenty-four and a village beauty, leaving her penniless. In all the years since she has worked as a household servant or in the fields, hoarding her earnings.

Her labor-bent figure, excessive self-denial and miserly habits made her an object of ridicule among the thoughtless, but looked in her breast was the secret ambition revealed to her astonished neighbors only when the money for its fulfillment was in hand.

The other day Widow Honegger, now about the most popular citizen of Bremgarten, witnessed the clock started on its tick-tock journey. Then she dried her eyes and returned to the fields.—New York Tribune.

VERY TRUE



Patient—Doctor, what is the best cure for gout?

Doctor—A small income. It cures you by not permitting you to have it.

CAT DIES; TOWN IN GLOOM.

A maltese cat put Winsted, Conn., in darkness for three hours, but paid the death penalty in doing so. All street lights in the borough went out simultaneously, and people who were out in the rain stumbled and fell in dark streets amid broken New Year resolutions.

Linemen were sent out to ascertain the cause of the trouble, but three hours elapsed before they found the body of a cat which had climbed a lamp pole and fallen or jumped on to the terminals, causing a short circuit.

PRETTY GOOD OLD WORLD.

If you are deceitful, two-faced, faithless, proud, sensitive, fearsome, egotistic, you will see all people through colored spectacles.

If you are gentle, patient, fearless, honest, loving, candid, truly humble and open-minded, you will see the world as it really is.

And it is a pretty good world, and men and women as a rule want to do the right thing. The thoroughly bad person is rare, an exception and an abnormality.

Furthermore, if you don't believe this, something is the matter with you.—Dr. Frank Crane, in Woman's World.

CAPITOL TALK.

"Don't you think that corporation agent has a commanding figure?"

"I don't know yet. How much has he got?"

"DONE" GOOD.

Patience—Did that specialist you went to see do you good?

Patrice—Did he? You just ought to see his bill?

DIFFERENCE.

"Are these articles to go under the same heading?"

"By no means. They are not on the same footing."

CAUSE FOR SUSPICION.

"I am afraid that picture maker is a dangerous grafter."

"Doesn't his business naturally lead to frame-ups?"



UNITED STATES LAGS

Way Behind in Matter of Improved Highways.

Of 2,200,000 Miles in This Country Less Than 200,000 Are Up to Date—\$250,000,000 Is the Annual Loss to People.

What is the use of rural free delivery mail routes and the parcel post system if there is to be no improvement of the public roads for the economic delivery of parcels and mails? According to a bulletin issued by the office of public roads, there were in the United States in 1909 2,199,645 miles of public roads, and the total mileage of improved public roads was only 190,476. Yet we boast that the United States is a highly civilized country and make faces at the effete countries of the old world, in some of the most decadent of which, as we are accustomed to call them, the people know where they are going when they start, and have some idea of when they will get there and what it will cost them to make the journey. There is a good deal of humbug in the claims we make for ourselves, particularly when it comes to practical things, although we are willing to admit without argument that we are the most practical people in the world.

Recently what is called the second National Good Roads Federal Aid convention was in session in Washington. The place of meeting could not have been better selected; the time could not have been more inauspicious. Nobody was thinking about good roads, except the nearest cut to the White House and the offices waiting for distribution. It was announced in the official program of the meet, which was called by the American Automobile association, that "the distinct purpose of this gathering is to create a concrete plan which shall logically involve our national government in the highways progress of the country." That is a fine purpose; but with the old ones going out in shoals and the new ones coming in without any special purpose or any purpose that has been formulated clearly, this was hardly the time for the association to make a very deep impression upon the legislative and disposing mind.

For two days the convention discussed good roads in a most intelligent way and a mass of valuable information was obtained from expert testimony, foreign and domestic, that would lose much of its force if it should be suffered to "perish with the using" or the speaking. The main contention of the association is that "it is the duty of the federal government to supplement state and county systems with a plan of national roads connecting all parts of the country."

That is a most ambitious project, but none too ambitious for a country so big as this. There are something like 3,000 counties in the United States and it is well within the mark to say that in not one-half of these counties there is anything like what could be called by the utmost stretch of courtesy a road "system." The official figures prove this without argument.

The ratio of good roads to bad roads is as 199,000 is to 2,000,000, and, as Mr. Dooley would say, "there ye are." But it is as certain as taxes that good roads are coming. The idea is taking hold of the public imagination and will soon make its way into the public pocketbook. It costs from five to ten cents, according to the classification, to haul a ton of freight by the much abused railroads a hundred miles or so; it costs about twenty-three cents a mile to haul a ton of almost any sort of freight over most of the public highways in this country, and these highways are in the daily use of the people in their most intimate and necessary business. It has been estimated that bad roads cost the people of the United States not less than \$250,000,000 a year.

Cost of Transportation. It costs the American farmer 25 cents a ton per mile on an average to haul his produce to market or to the railroad station. In England, France and Germany hauling costs from 7.7 to 13 cents per ton mile. The difference is due mainly to the improved roads in Europe.

Keep People in Country. Good roads will keep people in the country and will bring city people to the fresh air.

To Town by Telephone. Did you ever hear this? The roads were so bad that the only way he could get to town was by telephone.

Increase Morality. Good roads will increase health, happiness, education, religion and morality.

Decrease Profanity. Good roads will decrease profanity, discouragement, back taxes, sheriffs' sales, sour grapes and grouches.

RECALLS DAYS OF CHIVALRY

Remarkable Duel Fought Between Champions One of the Happenings in the Balkan War.

A correspondent of the Paris Journal narrates a striking story of the fighting near Tarabos. In the hospital at Rieka, he says, he saw a young Turkish officer who had been terribly hacked with saber cuts.

This man, who had command of an outpost before Tarabos, had ridden forward on horseback in the face of the Montenegrin bullets, and in the manner of the knights of old had challenged the bravest among the enemy to meet him in single combat. This took place in the evening, in the light of the moon.

An old Montenegrin, a veteran of many fights, accepted the challenge, and the two battled together for a long while, scrupulously observing the laws of an honorable duel.

The Montenegrin was wounded in the shoulder only, but the Turk was sabered in a frightful manner, and though he resisted for a long time, half-blinded by his own blood, he eventually fell. Thereupon his enemy bent over him, stanced his wounds and called for assistance, after which the injured Turk was removed with all speed to a hospital.

KNOW WORKMAN BY THE HAIR

Blonds Are Inventive, Brunettes Conservative, Is Assertion of an Employment Chief.

Dr. Katherine M. H. Blackford, who has charge of the employment bureau in the M. Rumely company's machine works at Laporte, Ind., gave an address before the Efficiency society and the "Scientific Selection and Assignment of Men in the Creation of an Organization." She said that one of the greatest causes of waste in business concerns was "ignorance of human aptitude and the requirements of different kinds of work."

"Blonds and brunettes do not work in the same manner," she said. "Generally speaking, blonds are speculative and optimistic; usually mild and good natured, often inventive; they like to make plans for some one else to work out. They incline to aggressive work, such as salesmanship, advertising and promotion."

"Brunettes incline to conservatism rather than speculation; they are often serious minded; sometimes inclined to gloominess. They like to work out and perfect the plans which some other mind has made."

BOMBS FROM THE SKY.

Such marked improvement has been made recently in the effectiveness of bomb throwing from aeroplanes that it is but a short time before it will be possible for one of these sky soldiers to drop a deadly missile into the very vitals of a ship through the funnels. There is a demand for some sort of shield which will prevent this and at the same time interfere in no way with the passage of smoke and vapors from the furnaces of the vessel. Several attaches of the army and navy are at work on the problem, which involves more difficulties than appear on the surface, and the attention of inventors outside of these organizations has been invited with the hope of finding some simple means of meeting the demands.

USUAL.

"Green's house burned nearly down last night. Funny thing, too!"

"What a funny thing?"

"Why, the fire did as much damage as the water!"—Magazine of Fun.

HER ENDLESS STUDIES.

"Mamma, what will I have to do when I am educated and accomplished?"

"Then you can pass the rest of your life learning how to keep house."

STYLE THAT NEVER CHANGES.

"Telling fairy tales to children is going out of fashion."

"But the style continues of men telling them to their wives."

THEIR REASON.

"Why do broken-down widowers want to marry again?"

"That's an easy one. Because they want to get re-paired."

EVIDENCES OF IT.

"That man is a broker."

"I thought he had a stocky build."



GOOD COUNTRY ROADS

Narrow-Tired Wagon Is Most Destructive Agent.

Highways Also Have Been Ruined by Wrong Method of Working—Different System of Supervision Is Advocated.

Good country roads are ruined in many ways, some of which must be laid at the doors of the officials in charge, and some we can only hold the farmers themselves responsible for. Good roads are ruined by weather, water and wanton neglect. Man is the chief destructive agent and we must pay some attention to him and his ways, says the Western Farmer.

Any good dirt road can be ruined in a short time by hauling heavy loads over it in narrow tired wagons. The common one and three-fourth inch tire does more harm to country roads than any other destructive agent. We wonder why the farmers will continue buying these wheels when a broad tire—say four-inch—will make rather than destroy good roads. The broad tired wagon pulls easier and that should be sufficient reason why the change should be made.

It seems a waste of money to make a dirt road hard and smooth, dragged at the proper time and all that, and then have a lot of men haul big loads of grain, hay, wood or what not over it just after a rain and their narrow tires cutting away in. Of course they all keep in the one track so each succeeding tire cuts a little deeper. If another rain comes before the ruts are dragged full then the whole road goes to pieces. There should be a tax or some local penalty against the narrow tired wagon. We are not pleading for low wheels, though we believe in them, too, but we do urge every one to buy wide tires. The old wheels can be made over and wide tires put on at a slight cost.

Roads have been ruined by the mile by the wrong method of working. The old system of working out the road tax under a supervisor or road boss is wrong. It never yet has made a good stretch of road. It never will. The practice of tearing up the road in the fall after harvest—because that's the only time he can get farmers to work—plowing the sodded sides up and scalping the whole conglomeration of sods, stones and clods into the middle of the road is the worst system that ever can be practiced. The season is wrong, the system is wrong and the road is bad all winter and next spring.

Who has not seen brush piled in soft places, gravel dumped in mud holes, and even sand put in chuck holes by these road bosses? It's a sure way to make a bad road worse. Who has not seen dense groves of tall willows pile the road full of snow which made a mud hole exist there for weeks after the rest of the road was dry? What is the remedy? A different system of road supervision. Remove the office from politics, get men who have studied or will study road building and keep them as long as they are efficient. Pay road tax in cash and let this skilled road boss hire his men. He should keep the same men all the time. They become more efficient all the time.

FOR MORE IMPROVED ROADS

Much Valuable Assistance Rendered by Office of Public Roads—Perishable Products Wasted.

Many of the model highway laws in various states have been prepared under the advice of the road experts of the department of agriculture, and all the data and statistics of the office of public roads are at the disposal of the legislatures.

In the last bulletin of the office of public roads it was stated that at the close of 1909, 8.66 per cent. of the roads in the United States were improved. This represents a gain in the total road mileage improved for the five-year period, 1904-1909, of 1.52 per cent., or, in other words, the percentage of improved roads has increased during this period from 7.14 to 8.66 per cent.

In the three years that have elapsed since then, it is roughly estimated that the percentage of improved roads has gone well beyond 9 per cent., and possibly close to 10 per cent. It is estimated that if 20 per cent. of the public highways were improved—each highway being selected and improved with a view to the proportionate traffic upon it—a high degree of efficiency in highway transportation would be reached. It is figured that millions of dollars would be saved annually in the transportation of crops, the wear and tear on horses and vehicles, and in the minimizing of the waste in truck farming. Where roads are bad, the farmers frequently find it impossible to get their products to the shipping points and thus perishable products are wasted, perceptibly increasing the cost of living.

AT THE W. T. NORCROSS VARIETY STORE

Some Hot Weather Specials

Special Sale on Dishes—get prices and you'll buy Fine new line Men's Hats, Ladies' Hats—actual Cost Groceries—Money-Saving prices

Let us Fit Your Glasses—all Optical Work Guaranteed Bargains in all Lines at

W. T. NORCROSS' General Merchandise Mansfield, Mo.

WANTED

100 families to make homes for car of Bull Dogs received at the Square Deal Mill. We do not guarantee them to be good coon dogs, but we do guarantee them to give satisfaction used in any other way.

SOFT WHEAT FLOUR AT WHOLESALE PRICES

Ambrosia Special, High Patent, was \$3.10, now \$2.80

A 1 High Patent, was \$2.90, now \$2.60

We are making our own Corn Chop and Meal out of Good, Clean, No. 2 white corn at the same Prices you have to pay for chaff from No. 3 corn

Square Deal Mill

SCHOOL AND CHURCH AND ROAD.

The Ozark farmer has good schools near to his home. The children have space to play and teachers for training.

Road material is abundant in all the Ozark region. Many of the highways are rock road in very truth. Scientific supervision and expenditure of a small amount of money in grading would give to many Ozark counties the finest highways in the land. They become passable with so little effort that the actual work of road improvement has been slight.

With schools and roadways to church and town and market, the country is attractive for residence. The soil gives lead to immense industry, the streams sparkle, and the air is tonic every day of the twelvemonth. There is something in the Ozarks which gives hope to all who breathe its air. There is tonic in its atmosphere and inspiration in its every place.

Through the Ozark region there is constant variety. For awhile there is a valley with overhanging hills, then the valley broadens to a prairie and the roadway winds over a hilltop, and one can see at a glance a half dozen counties spread out as a panorama.

MT. PLEASANT

(Special Correspondence.)

Another fine rain to be thankful for

Miss Stella Kelley of Hartville visited Miss Leota Anderson

Lowell Anderson got his foot hurt by a horse.

Orel Dennis visited his sister at Macomb Friday night and Saturday.

Archie Wilcox visited Lou Oetting's Sunday afternoon.

C. R. Cochenour's of Kansas are visiting Gid Hensleys.

Mr. Wilcox is suffering very bad over bee stings.

Gid Dennis and Barney Smith are stacking wheat.

Rev. Seal went to Gravel Point Saturday

Several were at singing Saturday night

The Baptist church at Mt. Pleasant will hold an all day meeting Sunday, the services will be in charge of the pastor, G. Chadwell; everybody invited.

VIOLET.